



**VENTURA COUNTY TRANSPORTATION COMMISSION
SANTA PAULA BRANCH LINE ADVISORY COMMITTEE
(SPBLAC)**

**MONDAY, March 12, 2018
2:00 PM**

www.goventura.org

AGENDA*

**Actions may be taken on any item listed on the agenda*

**Ventura County Transportation Commission
Lobby Conference Room
950 County Square Drive, Ventura, CA 93003**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

1. CALL TO ORDER

2. ROLL CALL

- 3. PUBLIC COMMENTS** (For items not on the agenda)– *Each individual speaker is limited to speak three (3) continuous minutes or less. Any written documents to be distributed or presented to the Commission shall be submitted to VCTC SPBLAC staff. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, SPBLAC should not take action on or discuss matters raised during Public Comment portion of the agenda which are not listed on the agenda. SPBLAC members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

4. APPROVE SUMMARY FROM 6/14/2017 SPBLAC MEETING – PG.3

5. COMMITTEE MEMBER/STAFF REPORT

This item provides the opportunity for the SPBLAC members VCTC staff to report on attended meetings and any other items related to SPBLAC activities.

6. **ADDITIONS/REVISIONS** – *The SPBLAC may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the SPBLAC subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the SPBLAC. If there are less than 2/3 of the SPBLAC members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*

7. **DRAFT FISCAL YEAR 2016/2017 SANTA PAULA BRANCH LINE BUDGET– PG. 7**
Recommended Action:
Receive and Comment

8. **CITY OF SANTA PAULA REQUEST REGARDING LEASE OF SANTA PAULA BRANCH LINE RIGHT-OF-WAY – PG. 11**
Recommended Action:
Consider City of Santa Paula request regarding lease of Santa Paula Branch Line Right-of-Way

9. **SANTA PAULA BRANCH LINE 2017 BRIDGE INSPECTION – PG. 17**
Recommended Action:
Receive and File

10. **SANTA PAULA BRANCH LINE ACTIVITY UPDATE – PG.21**
Recommended Action:
Receive and File

11. **ADJOURN**



Item #4

**VENTURA COUNTY TRANSPORTATION COMMISSION
SANTA PAULA BRANCH LINE ADVISORY COMMITTEE
(SPBLAC)**

**Wednesday, June 14, 2017
3:00 PM**

www.goventura.org

MEETING SUMMARY

**Ventura County Transportation Commission
Lobby Conference Room
950 County Square Drive, Ventura, CA 93003**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PUBLIC COMMENTS**
- 4. APPROVE SUMMARY FROM 3/3/2016 SPBLAC MEETING –**
Commissioner Gherardi made a motion to approve the summary. The motion was seconded by Commissioner Bennett and passed unanimously.
- 5. COMMITTEE MEMBER/STAFF REPORT- None**
- 6. ADDITIONS/REVISIONS - None**
- 7. SANTA PAULA BRANCH LINE FISCAL YEAR 2017/2018 BUDGET –**
Commissioner Gherardi made a motion to receive and file. The motion was seconded by Commissioner Bennett and passed unanimously.
- 8. SANTA PAULA BRANCH LINE 2016 BRIDGE INSPECTION –**
Because this item is to be received and filed, no other action will be taken, however there was a lengthy discussion regarding the original purpose of the purchase of the line by VCTC. The line was purchased to be preserved for future high speed rail. Currently, Fillmore and Western is the only user of the branch line for their business. Commissioner Bennett made an analogy that the rail line is much like and old house on a desired parcel of property that will not be used for many years. Do you make improvements to the house even though nobody is living in it

(Summary, Item #8 Continued)

or do you let it become dilapidated so that you tear it down when the time comes to use the property and house. Now, we have someone who wants to rent a room in the house, Fillmore and Western. Is it worth the cost of fixing the entire house just for the one room to be used or should it be torn down completely until it's time to rebuild it. This is a policy for the entire board to address.

Bennett added that more people are paying attention to transit funding and object to transit funding being diverted for other uses instead of patching transit services together,

Commissioner Gherardi pointed out that the Cities of Fillmore and Ventura are not present. This committee was formed so that the cities on the line can give VCTC direction and advice on what to do with the line. Further discussion needs to happen with everyone present. Since both cities are on the VCTC board it would be appropriate to take this issue to the full commission.

Commissioner Gherardi also requested that we get a recommendation on a possible option for a lower cost fix for the bridge. Commissioner Bennett agreed, as long as we aren't throwing good money after bad.

Commissioner Gherardi made a motion to receive and file the report. The motion was seconded by Commissioner Bennett and passed unanimously.

9. SANTA PAULA BRANCH LINE DEVELOPMENT EASEMENTS, HARVEST AT LIMONEIRA AND HERITAGE VALLEY PARKS –

Commissioner Bennett made a motion to receive and file the report. The motion was seconded by Commissioner Gherardi and passed unanimously.

10. ADJOURN



SANTA PAULA BRANCH LINE ADVISORY COMMITTEE (SPBLAC)

June 14, 2017

NAME	REPRESENTING	EMAIL	PHONE
Ginger Gherardi	City Santa Paula	ggherardi@verizon.net	
Kelly Long JOHN WILLIAMS	Supervisor Dist 3 CITY OF SANTA PAULA	Kelly.Long@ventura.org silos@incapacity.org (655)733-4212 ext 307	
Steve Bennett	V.C. B.O.S. Pitt 1	SteveBennett@ventura.org	654-3221
Darren Kettle	VCTC		
Steve Derosier	VOTA	sderosier@ventura.org	
DAVE FLEISCH	V.C.O.	dave.fleisch@ventura.org	
Martin Hernandez	V.C. Sup Kelly Long	martin.hernandez@ventura.org	

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Item #7

March 12, 2018

MEMO TO: SANTA PAULA BRANCHLINE ADVISORY COMMITTEE

FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR

SUBJECT: SANTA PAULA BRANCH LINE FISCAL YEAR 2018/2019 DRAFT BUDGET

RECOMMENDATION:

- Receive comments

DISCUSSION

Attached is the Draft Fiscal Year 2018/2019 Santa Paula Branch Line (SPBL) Budget which contains funding for ongoing activities on the Branch Line. The Budget should be considered a status quo budget reflecting the agreement reached between VCTC and Fillmore and Western Railway Company with no new VCTC initiated projects envisioned for the upcoming year. Overall there is a decrease of approximately \$270,000 in the Fiscal Year 2018/2019 SPBL Budget. The decrease is largely due to the reduction in the Consultant Services, Legal Services, and Signal Repair/Replacement line items.

The SPBL Budget contains funding for routine activities such as VCTC's continuing "Good Neighbor" policy of weed abatement and trash removal along the thirty-two mile corridor. There continues to be a persistent homeless population along the line requiring coordination with local law enforcement, code enforcement and social services. Additionally, the Budget contains funding for the Federal Railroad Administration (FRA) mandated Bridge Management Plan annual bridge inspections. Each year VCTC must conduct a visual inspection assessing the condition of all thirty-five bridges along the SPBL.

Revenues for the Santa Paula Branch Line come from three primary sources, Local Fees, in the form lease revenue from the seventy-five paying leases along the SPBL, State Transit Assistance (STA), and Local transportation Funds (LTF). To minimize the use of STA, Local Fees generated by the Branch Line, approximately \$267,000, are the first funds used for Branch Line activities. Staff salaries are funded by LTF.

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BUDGET TASK: SANTA PAULA BRANCH LINE

DIRECTOR: Steve DeGeorge

BUDGET MANAGER: Steve DeGeorge

OBJECTIVES: Manage the asset that is the Santa Paula Branch Line (SPBL) corridor.

ACCOMPLISHMENTS: The Ventura County Transportation Commission purchased the thirty-two mile long Santa Paula Branch Line in 1995. With the purchase of the Branch Line came a large number of leases for cultivation, utilities, crossings and pipelines which provide a portion of the revenue needed to support the line. In 2001, VCTC entered into a lease agreement with the Fillmore and Western Railway Company for maintenance and operation of the SPBL. With these agreements comes the need to actively manage the SPBL on a daily basis.

In Fiscal Year 2017/2018 the Commission resolved all litigation issues related to the Santa Paula Branch Line and reinstated the operational lease as well as the lease with the City of Fillmore to allow excursion activities. In resolving the litigation issues for the Fiscal Years 2016/2017 and 2017/2018, the Santa Paula Branch Line Task Budgets were amended through Commission action and are reflected in the Expenditure Comparison table.

Across Fiscal Year 2017/2018 staff continued to manage the day-to-day business of owning the SPBL, issuing Rights-of-Entry, license agreements, weed abatement, trash removal and interfacing with other jurisdictions on property management issues. In addition, staff met the Federal Railroad Administration (FRA) requirement to have all bridges inspected annually under VCTC's Bridge Management Plan and have any bridge requiring it evaluated for its load carrying capacity.

Staff worked closely with the Limoneira Lewis Community Builders LLC to provide oversight, approve plans and negotiate easement agreements for the construction of the Harvest at Limoneira project which required crossings for vehicles, utilities and storm water runoff. The staff and legal costs were fully compensated by the developer and the easement was valued by an expert appraiser providing substantial one time revenue for the line.

DESCRIPTION: The Fiscal Year 2018/2019 Santa Paula Branch Line Task Budget reflects a return to a more predictable workload for staff with daily asset maintenance including, issuing Rights-of-Entry, weed abatement, debris cleanup and lease management.

In addition to maintenance of the right-of-way, the Fiscal Year 2018/2019 SPBL Budget includes \$45,000 for consultant support for the federally mandated annual Bridge Inspection Report and Bridge Management Plan update and \$25,000 for additional rail engineering consultant services.

Overall, there is a decrease of approximately \$270,000 in the Fiscal Year 2018/2019 SPBL Task Budget reflecting a significant reduction in legal costs, unanticipated repairs and a slight reduction in staff costs.



BUDGET TASK: SANTA PAULA BRANCH LINE (continued)

DIRECTOR: Steve DeGeorge

BUDGET MANAGER: Steve DeGeorge

WORK ELEMENTS:

1. Manage the day-to-day operation of the SPBL, consistent with policies of the VCTC and requirements of the California Public Utilities Commission (CPUC), the Federal Railroad Administration (FRA), and the Surface Transportation Board (STB).
2. Investigate revenue opportunities for the SPBL.
3. Prepare and administer leases and rights of entry for use of SPBL corridor property.
4. Quickly respond to neighbor complaints; conduct weed abatement activities including application of pre-emergent and weed killer sprays; trim and/or remove brush and trees on the rail ROW; and contract for regular monthly operations and maintenance.
5. Complete annual FRA required rail bridge inspections.
6. Evaluate SPBL leases and establish new rate schedule.

PRODUCT: Continued safe and cost-efficient management of the thirty-two mile-long SPBL corridor.

FUNDING:

Funding Source	Funding Dollars
LTF Fund Transfer	\$120,000
STA Fund Transfer	296,200
STA Fund Transfer Carry-over	138,000
Signal Revenue	17,800
Local Fee – Leases	267,000
Local Fee – Permits	2,000
Total Funding	\$841,000

EXPENDITURE COMPARISON:

	Fiscal Year 2016/2017 Actual	Fiscal Year 2017/2018 Budget*	Fiscal Year 2018/2019 Budget
Salaries	\$ 45,697	\$ 62,300	\$ 55,000
Fringe and Tax	17,418	27,100	20,900
Indirect Cost Allocation	34,568	56,700	44,100
Mileage	234	500	500
Office Support	89	500	500
Consultant Services	102,169	100,000	70,000
Legal Services	247,694	225,652	50,000
Non-Rail Maintenance	47,822	100,000	100,000
Past Maintenance Adjustment	2,148,000	0	0
Signal Repair/Replacement	0	90,000	50,000
Track Maintenance	32,960	450,000	450,000
Total Expenditures	\$2,676,651	\$1,112,752	\$841,000

* This budget task was amended after the Commission approved the budget in June 2017.





Item #8

March 12, 2018

MEMO TO: SANTA PAULA BRANCHLINE ADVISORY COMMITTEE
FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR
SUBJECT: CITY OF SANTA PAULA REQUEST REGARDING LEASE OF SANTA PAULA BRANCH LINE RIGHT-OF-WAY

RECOMMENDATION:

- Consider City of Santa Paula's request regarding lease of Santa Paula Branch Line Right-of-Way.

BACKGROUND

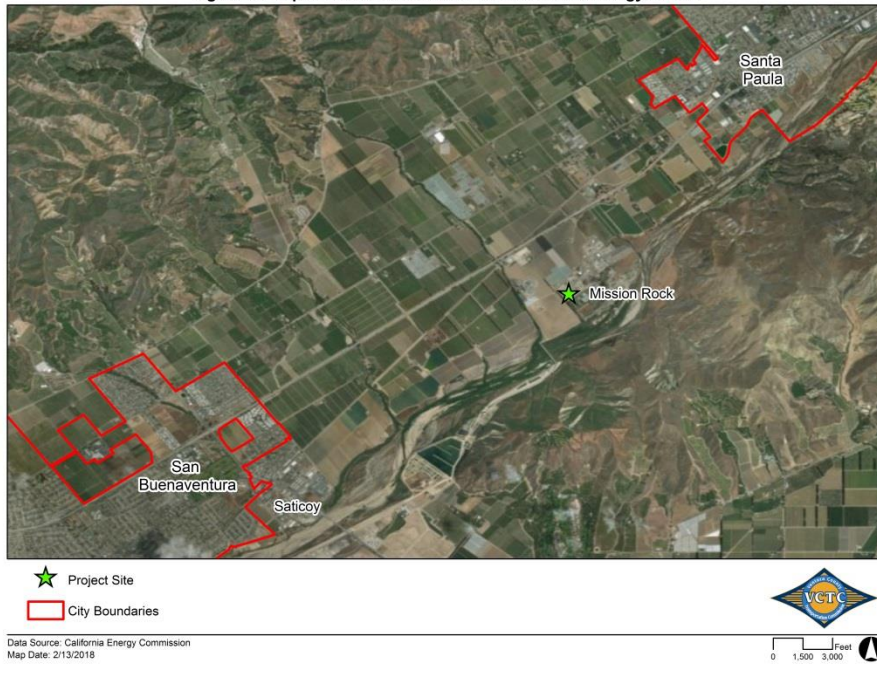
At the request of the City of Santa Paula, see attached letter, staff is bringing a discussion of the proposed Mission Rock Energy Center natural gas pipeline and whether it should be permitted to be installed within the Santa Paula Branch Line Right-of-Way should the proposed project move forward. It is important to note that at this juncture, Mission Rock Energy Center LLC has not approached VCTC about this issue and staff has no details other than what is contained in the Preliminary Staff Assessment for the proposed project.

Mission Rock Energy Center LLC, a wholly owned subsidiary of Calpine Corporation, submitted an Application for Certification to develop and operate the Mission Rock Energy Center, a power plant with battery units. The power plant would consist of five natural gas-fired combustion turbine generators, each with a 60 foot tall exhaust stack. Mission rock would also feature clutch technology that would disconnect the combustion turbines from the generators allowing the generators to serve as "emission-less" voltage support.

The proposed Mission Rock Energy Center is located at 1050 Mission Rock Road in the unincorporated County. The Mission Rock area is located south of State Route 126; approximately 3.5 miles east of the City of Ventura and 2 miles west of the City of Santa Paula, see Figure 1, Proposed Site Location.

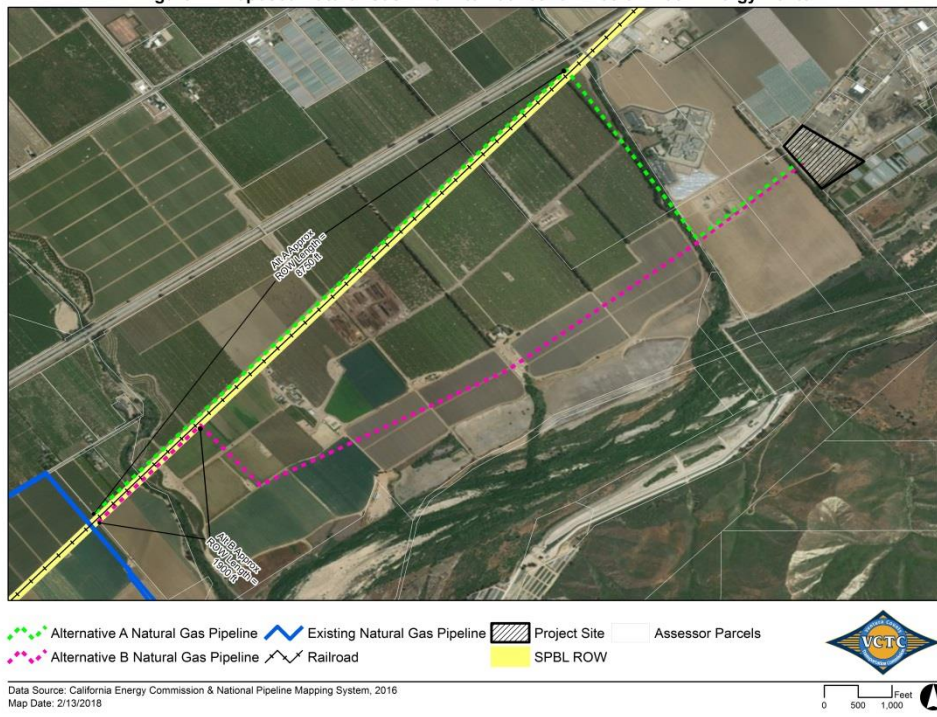
In addition to the power plant itself, other infrastructure improvement are proposed as part of the project, including new transmission lines, 1.7 mile recycled water pipeline, and a new natural gas pipeline to fuel the generators. While the proposed Mission Rock Energy Center is outside of VCTC's area of responsibility, the proposed natural gas pipeline has two possible alignments both of which include use of the Santa Paula Branch Line. It is the proposed natural gas pipeline alignments that provide the focus of this agenda item.

Figure 1. Proposed Site Location for Mission Rock Energy Center



The proposed gas pipeline alignments follow one of two routes, Route A measuring a total of 2.58 miles with approximately 8,750 feet within the SPBL Right-of-Way or Route B measuring a total of 2.14 miles with 1,900 number of feet within the SPBL Right-of-Way, see Figure 2 Proposed Natural Gas Line Alternatives. Both alignments utilize the SPBL Right-of-Way in order to intersect a high pressure natural gas pipeline which crosses the Branch Line perpendicularly west of the proposed project site.

Figure 2. Proposed Natural Gas Line Alternatives for Mission Rock Energy Center



DISCUSSION

As mentioned above the proposed Mission Rock Energy Center is outside of VCTC's area of interest and therefore staff has no comments on the merits of the proposed project itself. At hand for discussion are the roles, responsibilities, and purview of VCTC in land use decisions concerning the use of the Santa Paula Branch Line.

When VCTC purchased the SPBL in 1995, natural gas and oil pipelines were woven throughout the length of the corridor. Revenues from those pipeline leases helped, and continue to help, offset many of the costs associated with the Branch Line. At the present time, VCTC has 23 natural gas and/or oil pipelines running both longitudinally and perpendicularly within the SPBL Right-of-Way. Pipeline leases account for approximately \$237,000 or about 88.7% of the lease revenue for the Branch Line.

Resulting from the Commission's 2013 comprehensive review of the operational costs and funding sources for the SPBL, the Commission directed staff to look for opportunities to raise revenues from other sources in order to reduce the subsidy of public transit funds to the Branch Line. Since that time, staff has initiated a number of processes and agreements to attempt to recover costs and capture new revenue. Although successful in some areas, the opportunities for significant new revenues have been limited.

Should the proposed project move forward, the natural gas pipeline for Mission Rock Energy Center could provide a significant opportunity to follow the Commission directive and increase ongoing revenues to support the SPBL. Given that the proposed natural gas pipeline does not create a new or unique use within the corridor and fits within the lease types already managed, there is not a management concern entering into negotiations for use of the SPBL Right-of-Way should the proposed project be approved by local land use authorities. Additionally, all new agreements for capital improvements on the SPBL are being required to limit VCTC's liability, undergo engineering review, and meet all federal, state and local codes for safety and other standards.

Granting the City of Santa Paula's request raises at least two serious public policy questions for discussion. Does granting the City of Santa Paula's request to deny use of the SPBL Right-of-Way create a precedent for the Commission to engage in local land use decisions not within its purview? Secondly would granting the City of Santa Paula's request to deny use of the SPBL Right-of-Way limit VCTC's ability to market the SPBL for new leases in the future?

It is staff's opinion that the answer to both of these questions is yes and for that reason cannot recommend support for the City of Santa Paula's request. Per the City of Santa Paula's request, staff will also be bringing this item, and SPBLAC's recommendation, to the full Commission at its April meeting.

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"Citrus Capital of the World"

City of Santa Paula

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December 21, 2017

Darren Kettle, Executive Director
Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, CA 93003

Reference: Mission Rock Energy Center (Docket Number: 15-AFC-02)

Dear Darren:

The City of Santa Paula strongly opposes Mission Rock Energy Center's proposal to construct a 275-MW natural gas-fired peaking power plant about two miles west of the City ("MREC Plant"). On several occasions the City has urged the California Energy Commission, the regulatory agency with approval jurisdiction over the proposed MREC Plant, to deny MREC's application to construct the facility. A copy of the City's most recent comment on the MREC Plant to the California Energy Commission is attached.

The Proposed Mission Rock Energy Center will burn natural gas to generate new electrical peaking capacity. Consequently, the MREC Plant will require construction of an approximately 2.4-mile high-pressure natural gas transmission line to supply natural gas to the MREC site. The proposed pipeline route will run southwest from the MREC site along Shell Road and the Southern Pacific Railroad right-of-way to an interconnection point with existing SoCal Gas lines.

We understand that CEC staff requested an assessment on the feasibility of constructing, operating and maintaining transmission lines within VCTC right-of-way for transmission of natural gas to the MREC Plant. For the reasons stated in our comment letter, the City of Santa Paula urges the Commission to deny any request by MREC to accommodate its natural gas transmission lines in VCTC right-of-way.

The City also respectfully requests that MREC's request to utilize VCTC's right-of-way be placed on the next available Santa Paula Branch Line Advisory Committee agenda for consideration and then on the agenda of the VCTC Commission.

As this matter is time sensitive, we appreciate your immediate consideration of this request. Thank you in advance.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Ginger Gherardi".

Ginger Gherardi, Mayor
City of Santa Paula

cc: City Council
Michael Rock, City Manager
John C. Cotti, City Attorney



Item #9

March 12, 2018

MEMO TO: SANTA PAULA BRANCLINE ADVISORY COMMITTEE
FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR
SUBJECT: SANTA PAULA BRANCH LINE 2017 BRIDGE INSPECTION

RECOMMENDATION:

- Receive and File

BACKGROUND

In July of 2010, the Federal Railroad Administration (FRA) enacted Title 49, Code of Federal Regulations (CFR) Part 237, and Bridge Safety Standards which mandates that owners of railroads develop and adopt a Bridge Management Plan (BMP). As part of the BMP, bridges must be inspected annually for safety and engineering deficiencies and by March of 2017, all bridges in service must have had bridge load capacity ratings performed to determine the weight each bridge can safely carry. As owners of the Santa Paula Branch Line (SPBL) the VCTC must comply with the federally mandated 49CFR part 237 on the prescribed schedule.

DISCUSSION

In November of 2017 Wilson & Company, VCTC's rail engineering consultant conducted the annual BMP Bridge Inspection, inspecting all thirty-five bridges along the SPBL. Each bridge was assessed in terms of condition, needed repair, and estimated cost of repairs. Wilson & Company provided a written report, on schedule, in January of 2018.

Like the reports in previous years, the inspections reveal a continued worsening of bridge conditions along the entire length of the line. The total estimated cost of repairs is \$1,239,000, approximately \$72,000 higher than last year. The report recommends that all repairs be done within one to three years. It should be noted that repairs to Haun Creek Bridge with an estimated cost of \$500,000 are, by agreement, the responsibility of Fillmore and Western Railway Company bringing the total balance of needed repairs to \$739,000. Attached is the 2017 Maintenance Listing.

2017 Maintenance Listing

Structure #	Priority (years)	Description of Work - Maintenance	Est. Cost
407.48	1	Repair wingwalls to retain ballast	\$4,000
	1	Repair handrail	\$2,000
	1	Raise east and west approach	\$5,000
408.02	3	Replace fouled ballast	\$2,000
	1	Raise approaches	\$2,000
	3	Replace ties	\$5,000
408.84a	1	Remove vegetation under spans	\$2,000
	1	Replace backwall	\$10,000
	3	Replace ballast floor planks	\$7,000
	1	Raise approaches on both ends	\$2,000
	1	Replace walkway	\$2,000
	1	Repair handrail cable	\$2,000
408.84b	1	Repair walkway	\$4,000
	1	Repair handrail	\$1,000
	1	Remove vegetation under spans	\$2,000
408.84c	1	Remove vegetation under spans	\$2,000
	3	Replace ballast floor planks	\$7,000
	1	Replace walkway	\$2,000
	3	Replace backwall	\$10,000
	1	Repair handrail cable	\$1,000
409.74	1	Replace ballast	\$2,000
	1	Raise both approaches	\$2,000
	1	Remove bees	\$500
410.40	1	Remove vegetation from under and around bridge structure	\$2,000
	1	Raise approaches	\$2,000
	1	Replace ties, Replace spacers with tie renewal	\$2,000
	1	Repair handrail	\$1,000
	1	J-Bolts need to be installed along with new properly sized guard timber to prevent tie movement	\$1,000
	1	Repair west wingwall to prevent further ballast loss	\$1,000
411.97	1	Repair handrail	\$1,000
	3	Raise approaches	\$3,000
412.25	1	Remove vegetation from under and around bridge	\$3,000
	1	Clean debris from around bearings both ends	\$1,000
	1	Raise approaches both ends	\$3,000
	1	Replace guard timbers	\$2,000
	1	Add handrails	\$1,000
415.20	1	Raise approaches	\$3,000
	1	Repair handrail	\$1,000
	1	Replace ballast	\$5,000
	1	Excavate to allow inspection	\$5,000
	3	Repair wingwalls	\$2,000
415.32	1	Replace walkway grating	\$2,000
	1	Raise approaches	\$3,000
	1	Replace handrail	\$1,000
415.59b	1	Clean bearings	\$1,000
	1	remove material between inside guard rail and running rail both ends, both sides	\$1,000
415.69	1	Raise east approach	\$1,000
	3	Replace deck planks	\$25,000
	3	Replace stringers	\$100,000
	1	Repair wingwalls	\$1,000
415.79	1	Repair ballast guard	\$1,000
	1	Add ballast to approaches	\$1,000
	1	Clean channel to allow inspection	\$3,000
415.82	1	Repair wingwalls both ends	\$1,000
	2	Replace sway braces	\$3,000
	1	raise approaches	\$3,000
	1	shim pier to provide bearing	\$1,000
	1	Replace sway braces	\$2,000
415.92	3	Ballast planks beginning to fail. Monitor and replace if maintained as a bridge	\$10,000
	1	Walkway has uneven surface and is a tripping hazard - add ballast	\$2,000
	1	Shim helper bents to all stringers	\$1,000

2017 Maintenance Listing

416.02	1	Shim piles not bearing	\$1,000
	1	Raise approaches	\$3,000
	1	Add ballast	\$2,000
	1	Replace bad stringers	\$15,000
	3	Repair wingwalls	\$2,000
	1	Repair stringer retainers	\$5,000
	1	Entire bridge is sagging, shim stringers at Pier #2	\$2,000
416.21	1	Raise ballast guard	\$2,000
	1	Repair wingwalls both sides both ends	\$2,000
416.32	1	Replace Bridge in 2018	\$500,000
416.63	1	Raise approaches	\$3,000
417.24	1	Remove vegetation under and around bridge	\$1,000
	1	Replace bad track ties	\$2,000
	1	Clear boulders, trees & other debris from under bridge to allow max flow & prevent damage to pi	\$2,000
	3	Repair backwalls at both abutments	\$20,000
	3	Replace ballast planks with stringer replacement.	\$35,000
	3	Replace stringers.	\$100,000
	3	Repair wingwalls to prevent ballast loss	\$2,000
418.02	1	Clear debris from under bridge	\$2,000
	1	Raise approaches	\$3,000
	3	Install wingwall east end to prevent ballast loss	\$3,000
419.42	1	Remove overhead vegetation	\$2,000
	3	Repair scour and protect both abutments	\$10,000
	1	Raise approaches	\$3,000
	1	Repair handrail both sides	\$2,000
419.92	1	Protect Abutment #1 from further scour clear channel of debris	\$5,000
	1	Raise approaches both ends	\$3,000
	1	Replace missing, rotted and broken bracing	\$5,000
	1	Replace rotten backwall planks	\$10,000
	1	Repair holes in ballast near abutment 1	\$2,000
420.20	1	Raise approaches	\$2,000
	1	Replace broken ballast stringers w/in 1 year	\$5,000
	1	shim temporary bents	\$1,000
	1	Add additional steel stringer to spans 1, 2, and 4 to replace temporary bents	\$15,000
	1	Add handrail	\$2,000
	1	Repair ballast, and deck planks	\$10,000
420.46	1	Raise approaches	\$3,000
	1	Repair abutment ballast retainer west end	\$2,000
	3	Repair west backwall	\$10,000
	1	Shim abutment 1 piles	\$1,000
	1	Shim stringer at bent 6	\$1,000
	1	Replace broken and rotted sway and sash braces within 1 year	\$5,000
421.05	1	Remove debris from around bridge	\$2,000
	1	Raise approaches both ends	\$3,000
	3	Replace / Repair / Install wingwalls both ends both sides	\$2,000
421.23	1	Clean channel upstream	\$4,000
	1	Raise approaches both ends	\$2,000
	1	Repair walkway	\$5,000
	1	Repair handrail	\$2,000
	3	Replace ballast planks with stringer replacement.	\$20,000
	3	Replace stringers. Monitor if condition worsens and raise priority.	\$50,000
	1	Increase ballast depth to 12 in minimum	\$2,000
422.53	1	Remove vegation around bridge	\$2,000
	1	Add j-bolts to attach stringers to ties	\$2,000
	1	Raise approaches on both ends	\$2,000
	1	Repair cable	\$2,000
422.89	1	Raise approaches on both ends	\$3,000
	1	Replace fouled ballast	\$2,000
423.28	1	Raise approaches	\$3,000
	1	Repair handrail cable left side	\$2,000
	3	Clean bearings. Monitor condition and raise priority if necessary	\$2,000
	1	Remove bees at abutment 1	\$500

2017 Maintenance Listing

423.44	1	Add ballast - ballast 3" bellow top of tie	\$5,000
	1	Raise west approach	\$2,000
	1	Remove debris from bents	\$10,000
425.15	1	Repair loose handrail cable	\$2,000
427.64	1	Clear vegetation on north and south side of bridge	\$2,000
	1	Clear channel	\$5,000
	1	Raise approaches both ends	\$3,000
	1	Replace ties	\$1,000
	1	Repair backwalls	\$5,000
429.79b	1	Clear debris and silt from under bridge, bridge seats and bearings	\$5,000
Total Maintenance Costs 2018=			\$1,239,000



Item #10

March 12, 2018

MEMO TO: SANTA PAULA BRANCHLINE ADVISORY COMMITTEE
FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR
SUBJECT: SANTA PAULA BRANCH LINE ACTIVITY UPDATE

RECOMMENDATION:

- Receive and File

DISCUSSION

Staff manages the Santa Paula Branch Line on a daily basis actively pursuing VCTC's "Good Neighbor" policy ensuring that weed abatement and trash removal are occurring across the length of the corridor. Additionally staff assists local jurisdictions when their projects intersect with the Rail Right-of-Way and technical or policy decisions must be made. Typically these tasks are routine and do not warrant SPBLAC attention. There are two issues however that staff believes are significant enough to bring to SPBLAC's attention.

First, in March of 2017, as the result of poor condition and damage sustained during heavy rains, Haun Creek Bridge at Mile Post 416.32 just east of the City of Santa Paula, was taken out of service and has remained out of service. The Fillmore and Western Railway Company has notified VCTC that they are planning to begin repairs of Haun Creek Bridge. Repair plans have been submitted to VCTC and the plans are being reviewed by VCTC's rail engineering firm Wilson and Company. The repair of Haun Creek Bridge would allow train traffic to resume across it and enter the City of Santa Paula from the east. No schedule of repair has been provided at this time.

The second issue is the ongoing negotiation with Hearthstone, the developer of The Bridges community in Fillmore. Staff, working with General Counsel has been negotiating with representatives of Hearthstone for the past year. Hearthstone wishes to construct an additional at grade rail crossing, just east of the City of Fillmore, and obtain easements for vehicular traffic, storm water drainage, and utilities. As some members of SPBLAC may recall, this location is adjacent to a parcel that flooded and VCTC, the prior developer, and the City of Fillmore were sued for damages due to a lost crops. Due to the prior litigation, Hearthstone and VCTC are both proceeding with a great deal of caution and there is some reluctance on Hearthstone's part to provide the liability coverage that VCTC must have in order to proceed. Staff believes this issue can and will be resolved but thought it important to make SPBLAC aware of the issue. Hearthstone has entered into a cost recovery agreement with VCTC so that the cost of both staff and legal counsel's time is covered.